WYOMING

Park Operational Base Summary: The table below shows the annual park operating base for all parks within this state. Park operational base funds are supplemented by as yet undetermined amounts of project funding from regional or servicewide-managed programs, such as cyclic maintenance, the Natural Resources Preservation Program, and the Drug Enforcement Program.

If a park is in more than one state, the park is included in each of the appropriate state tables. The full operating base is shown; no attempt has been made to split the park operating base amount between two or more states.

		(dollars in thousands)				
Congress'l District	Park Units/Trails/Affiliated Areas	FY 2003 Enacted	FY 2004 Enacted	FY 2005 Uncontrol Changes	FY 2005 Program Changes	FY 2005 Estimate
00	Bighorn Canyon NRA	2,627	2,616	0	401	3,017
00	California NHT	199	246	0	0	246
00	Devils Tower NM	771	768	0	0	768
00	Fort Laramie NHS	1,200	1,196	0	0	1,196
00	Fossil Butte NM	521	520	0	149	669
00	Grand Teton NP	9,082	9,351	0	550	9,901
00	John D Rockefeller Jr Mem Parkway	464	461	0	0	461
00	Mormon Pioneer NHT	126	125	0	0	125
00	Oregon NHT	214	213	0	0	213
00	Pony Express NHT	179	177	0	0	177
00	Yellowstone NP	27,669	28,116	0	950	29,066

FY 2005 uncontrollable funding related to pay and benefits has yet to be distributed at the park level.

This table does not include programs from other appropriations such as General Management Plans, Land Acquisition, Line Item Construction, Federal Lands Highway Program, and Historic Preservation Fund State Grants. Information on the distribution of funds in these programs is outlined on the next page. There are separate sections on General Management Plans and the Trails Management Program.

WYOMING (IMR)

(dollars in thousands)

PROGRAMS NOT INCLUDED IN PARK BASE:

GENERAL MANAGEMENT PLANS (See GMP section for further information)

None

SPECIAL STUDIES (See GMP section for further information)

Study Area	Type of Project
Grand Teton NP, Bison/Elk Management	Ongoing Study
Yellowstone NP, Bison EIS	Ongoing Study
Yellowstone/Grand Teton NP, Winter Use	Ongoing Study

LAND ACQUISITION

None

CONSTRUCTION: LINE ITEM CONSTRUCTION (see attached)

Park Area	Type of Project	Funds
Yellowstone NP	Restoration of Old House at Old Faithful Inn, Phase II	$9,801
Yellowstone NP	Reconstruct the West Entrance Station	$1,487
Yellowstone NP	Replace Existing Court Facilities with a New Courthouse	$2,655
Grand Teton NP	Construct a New Visitor Center at Moose	$5,000
Yellowstone NP	Replace Madison Wastewater Facilities	$3,956
Yellowstone NP	Replace Administrative Winter Snowcoaches & Improve Support Infrastructure	$1,000

PROPOSED FEDERAL LANDS HIGHWAY PROGRAM (subject to change pending program reauthorization)

Park Area	Project Title	Funds
Grand Teton National Park	Rehabilitate Road	$130
Grand Teton National Park	Rehabilitate Road	$3,500

HISTORIC PRESERVATION FUND: STATE GRANTS

State apportionment: $534

STATE CONSERVATION GRANTS

Proposed state apportionment: $803

National Park Service
PROJECT DATA SHEET

Project Score/Ranking:	360
Planned Funding FY:	2005
Funding Source: Line Item Construction	

Project Identification

Project Title: Construct a New Visitor Center at Moose		
Project No: 077704	**Unit/Facility Name:** Grand Teton National Park	
Region: Intermountain	**Congressional District:** 01	**State:** WY

Project Justification

Project Description: The purpose of this project is to replace the existing antiquated, too small, and seismically unsafe Moose Visitor Center with a new visitor center. The new visitor center will serve as the park's main year-round interpretive and visitor contact facility. It will include exhibit space as well as an auditorium, multi-purpose room, information desk, backcountry trip planning and permit center, Natural History Association sales outlet, restrooms, and staff offices. The building will incorporate sustainable design concepts and energy efficient systems for heating, cooling, lighting, etc. Building siting, design, materials, and finishes will complement the natural environment. Associated site work will include utility infrastructure, parking areas, access roads, interpretive walkways and paths, landscaping, and coordination with a transportation system to provide a transportation node. In addition to this request, funding will be provided through contributions from the Grand Teton National Park Foundation, the Grand Teton Natural History Association, and Exum Mountaineering.

Project Need/Benefit: The current Moose Visitor Center is part of the existing Administration Building, which was constructed in 1961 as part of Mission 66 development in the park primarily as an administrative facility and secondarily as a visitor contact center. The visitor center portion of the building is approximately 3,000 square feet in size and fails to serve its purpose. The building is entirely insufficient in terms of providing adequate space for interpretive exhibits and basic visitor services. Few exhibits are available due to the small space and the crowded and chaotic conditions inside the visitor center are not conducive to providing high quality information or interpretation services. Since 1961, visitation to the park has increased from about 1.5 million to nearly 4 million visitors annually, with approximately 90 percent of visitors using park facilities in some way. The Teton Fault is located approximately 3 miles to the west and the facility is not capable of withstanding a 7.5 magnitude earthquake, an event that is overdue according to seismologists. It is not possible to cost-effectively retrofit the building which has other structural deficiencies as evidenced by a 1985 roof collapse. Basic systems such as restrooms, electrical, and HVAC cannot meet visitor or employee demands and the extent of the deficiencies makes any type of retrofit impractical. The new visitor center would provide a safe and modern facility with appropriate opportunities for visitor services and interpretation of park resources and values.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 **% Critical Health or Safety Deferred Maintenance**	0 **% Critical Mission Deferred Maintenance**
20 **% Critical Health or Safety Capital Improvement**	0 **% Compliance & Other Deferred Maintenance**
0 **% Critical Resource Protection Deferred Maintenance**	60 **% Other Capital Improvement**
20 **% Critical Resource Protection Capital Improvement**	

Capital Asset Planning 300B Analysis Required: YES: x **NO:**	**Total Project Score:** 360

Project Costs and Status

Project Cost Estimate:	**$'s**	**%**
Deferred Maintenance Work :	**$** 0	0
Capital Improvement Work:	**$** 7,963,000	100
Total Component Estimate:	**$** 7,963,000	100
Class of Estimate:	B	
Estimate Good Until:	09/30/04	

Project Funding History:	
Appropriated to Date:	**$** 2,963,000
Requested in FY 2005 **Budget:**	**$** 5,000,000
Planned Funding:	**$** 0
Future Funding to Complete Project:	**$** 0
Project Total:	**$** 7,963,000

Dates:	**Sch'd (qtr/yy)**
Construction Start/Award	4 / 2004
Project Complete:	1 / 2005

Project Data Sheet Prepared/Last Updated:	**Unchanged Since Departmental Approval:**
12/5/03	**YES:** **NO:** x

National Park Service
PROJECT DATA SHEET

Project Score/Ranking:	1000
Planned Funding FY:	2005
Funding Source: Line Item Construction	

Project Identification

Project Title: Restoration Of Old House At Old Faithful Inn - Phase II		
Project No: 009124	**Unit/Facility Name:** Yellowstone National Park	
Region: Intermountain	**Congressional District:** 99	**State:** WY

Project Justification

Project Description: The Old House of the Old Faithful Inn is in need of major rehabilitation. This project will be a combined rehabilitation, replacement and upgrade of the entire structure and utility infrastructure of the Old House and will also include restoration of historic fabric. Structural problems with the bulging east wall of the Old House and settlement in the basement and warehouse area will be repaired and the structure and foundation will be strengthened in various areas to comply with current zone-four seismic requirements. The fire alarm and sprinkler systems will be rehabilitated and modified to meet current codes and to blend more attractively with the architecture. The roof deluge system will be repiped and include fall protection. The existing single-line steam heating system is at the end of its useful life and will be replaced with a hydronic hot water system. Mechanical and electrical systems will be renovated reusing original lighting radiators and fixtures. The kitchen ventilation systems will be replaced. Bathrooms will be rehabilitated to modern standards with fixtures compatible with the architectural character of the building, including replacement of all 1960's yellow sinks in guest rooms. Windows will be refurbished using restoration glass and lead paint will be abated. All rough-sawn woodwork will be remove and retained, fire-rated corridors and room envelopes will be installed, and the original historic fabric will be reinstalled. Logs and woodwork will be oiled. All wood flooring will be restored and area carpets, hallway and lobby runners will be replaced. Draperies will be replaced and windows on the west side of the 1930's dining room will be redesigned to restore the original character. Old House roof support, sheathing, shingles and valleys will be repaired and/or replaced as necessary. The wing dormers will be reattached and upgraded and deteriorated ridge logs, out riggers and rafter tails will be repaired. Upon completion of this restoration work, the Old Faithful Inn Facility Condition Index will improve from 0.27 to 0.14.

Project Need/Benefit: The Old Faithful Inn, a National Historic Landmark, is a distinctive example of rustic style architecture. The Inn includes a total of 327 guest rooms with total guest occupancy of 1,044. The Old House section of the Inn was constructed in 1903 and includes 87 of the Inn's guest rooms. The Old House has retained most of its original architecture and historical integrity but has deteriorated due to deferred maintenance and the age of its building systems. Substantial rehabilitation and preservation maintenance has occurred at the Old Faithful Inn since 1980, but very little work has been accomplished in the Old House. Electrical, mechanical, fire sprinkler and fire alarm systems in the Old House are at the end of their useful life and do not meet current fire/life safety requirements. This project will protect the resource, reduce life/safety risks, and rehabilitate or replace deteriorated historic fabric. This work will ensure preservation of this significant cultural resource and reduce the life/safety risks to the overnight guests housed in the Inn.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

100 **% Critical Health or Safety Deferred**	0 **% Critical Mission Deferred Maintenance**
0 **% Critical Health or Safety Capital Improvement**	0 **% Compliance & Other Deferred Maintenance**
0 **% Critical Resource Protection Deferred Maintenance**	0 **% Other Capital Improvement**
0 **% Critical Resource Protection Capital Improvement**	

Capital Asset Planning 300B Analysis Required: YES: x NO:	**Total Project Score:** 1000

Project Costs and Status

Project Cost Estimate:	**$'s**	**%**
Deferred Maintenance Work:	**$** 23,751,000	90
Capital Improvement Work:	**$** 2,639,000	10
Total Project Estimate:	**$** 26,390,000	100
Class of Estimate:	B	
Estimate Good Until:	09/30/05	

Project Funding History:	
Appropriated to Date:	**$** 5,899,000
Requested in FY 2005 **Budget:**	**$** 9,801,000
Future Funding to Complete Project:	**$** 10,690,000
Project Total:	**$** 26,390,000

Dates:	**Sch'd (qtr/yy)**
Construction Start/Award	10/2005
Project Complete:	6/2006

Project Data Sheet Prepared/Last Updated: 8/9/03

Unchanged Since Departmental Approval:
YES: **NO: x**

National Park Service
PROJECT DATA SHEET

Project Score/Ranking:	865
Planned Funding FY:	2005
Funding Source: Line Item Construction	

Project Identification

Project Title: Replace Madison Wastewater Facilities		
Project No: 019892	**Unit/Facility Name:** Yellowstone National Park	
Region: Intermountain	**Congressional District:** 00	**State:** WY

Project Justification

Project Description: This project would replace the existing seasonal-use, trickling-filter wastewater treatment facility at the Madison Area with a year-round lagoon system that can effectively treat various flow rates at widely divergent ambient temperatures. The capacity is presently estimated to be 150,000 gallons per day. This project would also replace and/or rehabilitate the percolation disposal system to handle all seasons and flows and would provide for storage and/or standby power to prevent overflows during power outages or equipment failure in order to prevent sewage spills into the Madison River.

Project Need/Benefit: The existing treatment system was constructed around 1959. The system's original treatment methods and equipment have not worked well with variable seasonal uses and the climate. Modifications were made in 1966, 1974 and 1984 to try to improve the operation of the plant and to meet increasing uses. The equipment is worn out and a major failure is anticipated. The treatment is marginal during the summer season, and the plant is not capable of running from October to May, despite nearly 87,000 people stopping at the Madison warming hut and restroom during the winter season. Raw sewage is stored during this period until the liquids can be manually pumped to the percolation ponds. The solids remain untreated in the holding pond. The system has no backup power or overflow tanks to handle the sewage flow during equipment failure or power outages. Both situations occur and the partially treated sewage runs to a meadow that drains by the campground to the Madison River. Minor failures have resulted in the closure of the campground and picnic area comfort stations. The anticipated major failure would result in the closure of the 300-site concessionaire-operated campground, the picnic area, the museum, and the housing and administrative area that serves these facilities. The winter warming hut and comfort station would also be shut down. Permanent employees would have to be moved to other areas of the park. Major failure would also contaminate the environment and degrade the water quality in the Madison River.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

75 **% Critical Health or Safety Deferred Maintenance**	0 **% Critical Mission Deferred Maintenance**
0 **% Critical Health or Safety Capital Improvement**	15 **% Compliance & Other Deferred Maintenance**
10 **% Critical Resource Protection Deferred Maintenance**	0 **% Other Capital Improvement**
0 **% Critical Resource Protection Capital Improvement**	

Capital Asset Planning 300B Analysis Required: YES: NO: x	**Total Project Score:** 865

Project Costs and Status

Project Cost Estimate:	**$'s**	**%**
Deferred Maintenance Work :	**$** 3,956,000	100
Capital Improvement Work:	**$** 0	0
Total Project Estimate:	**$** 3,956,000	100

Class of Estimate:	B
Estimate Good Until:	9/30/05

Project Funding History:	
Appropriated to Date:	**$** 0
Requested in FY 2005 **Budget:**	**$** 3,956,000
Planned Funding:	**$** 0
Future Funding to Complete Project:	**$** 0
Project Total:	**$** 3, 956,000

Dates:	**Sch'd (qtr/yy)**
Construction Start/Award	4 / 2005
Project Complete:	4 / 2008

Project Data Sheet Prepared/Last Updated: 12/5/03

Unchanged Since Departmental Approval:
YES: NO: x

National Park Service
PROJECT DATA SHEET

Project Score/Ranking:	865
Planned Funding FY:	2005
Funding Source: Line Item Construction	

Project Identification

Project Title: Replace Existing Court Facilities with a New Courthouse		
Project No: PMIS-77249A	**Unit/Facility Name:** Yellowstone National Park	
Region: Intermountain	**Congressional District:** 1	**State:** WY

Project Justification

Project Description: This project will construct a new courthouse at Mammoth Hot Springs that will replace existing, deficient facilities. The courthouse will include facilities and functions requested by the U.S. Court of Appeals Tenth Circuit (US Courts), including a courtroom, judge's chambers, staff offices and restroom, and by the U.S. Marshall Service (USMS), including a vehicle sally port, secure corridors, prisoner processing areas, detention cells, attorney conferencing facilities, court security screening, electronic and physical security systems, and office space. The building will also house National Park Service (NPS) law enforcement offices and include public restrooms and secure document storage.

Project Need/Benefit: The new courthouse will allow each partnering agency -- the US Courts, the USMS, and the NPS -- to safely and effectively perform its role in the justice system at Yellowstone. A federal Magistrate Judge has presided over cases in the park since 1894, when the Lacey Act provided for judicial functions necessary to protect the park and appropriated funds to construct a stone building that would serve as the judge's residence as well as courtroom, office, and jail. The Magistrate performed his duties in the residence up until the early 1980's when an growing caseload and a growing family made the situation at the residence untenable. The court moved to another building along with the NPS Mammoth/North District ranger station. Since then, the caseload in the park has increased to more than 8,500 offenses annually (a 189% increase in ten years). The result is about 250 court cases to be heard per year, many involving multiple appearances and more than the current facility can accommodate.

The facility is also inadequate in other ways. There are no attorney-client conference rooms, so these conferences take place on the lawn or in a private vehicle in the parking lot -- an awkward situation with the client still in custody of law enforcement officials. There is no witness interview room. There is only enough room in the courtroom proper for the judge's bench, two tables and some chairs, with the defendant's table not much more than an arm's length from the bench. There is no secure means to move suspects or prisoners inside the building, or for the judge to move within the building. There are no security screening stations, no space for Court Security Officers, and no physical protective measures for the judge. All of these conditions violate US Courts and USMS facilities standards. The existing building also lacks public space, parking, and restrooms and is not compliant with the Americans with Disabilities Act. Consequently, the responsible District Judge threatened to move the court outside the park if courthouse conditions were not upgraded to a reasonable standard. A move of the court to Cody, Wyoming would greatly impact park rangers since travel time from Mammoth is three hours, one way. As a result of early planning for a new facility, the USMS announced its intent to assume responsibility for providing prisoner handling and judicial security at the park, thereby relieving NPS rangers of a significant workload. US Courts have committed $480,000 and USMS will provide $2,200,000 for construction of this interagency project. This request would cover the National Park Service share of the facility.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

75 **% Critical Health or Safety Deferred**	0 **% Critical Mission Deferred Maintenance**
0 **% Critical Health or Safety Capital Improvement**	15 **% Compliance & Other Deferred Maintenance**
10 **% Critical Resource Protection Deferred Maintenance**	0 **% Other Capital Improvement**
0 **% Critical Resource Protection Capital Improvement**	

Capital Asset Planning 300B Analysis Required: YES: NO: | **Total Project Score:** 865

Project Costs and Status

Project Cost Estimate:	**$'s**	**%**
Deferred Maintenance Work :	**$** 2,655,000	100
Capital Improvement Work:	**$** 0	0
Total Component Estimate:	**$** 2,655,000	100

Class of Estimate: B
Estimate Good Until: 09/30/05

Project Funding History:	
Appropriated to Date:	**$** 0
Requested in FY 2005 **Budget:**	**$** 2,655,000
Planned Funding:	**$** 0
Future Funding to Complete Project:	**$** 0
Project Total:	**$** 2,655,000

Dates:	**Sch'd (qtr/yy)**
Construction Start/Award	2/2005
Project Complete:	2/2007

Project Data Sheet Prepared/Last Updated: 12/05/03

Unchanged Since Departmental Approval:
YES: **NO:** x

National Park Service
PROJECT DATA SHEET

Project Score/Ranking:	910
Planned Funding FY:	2005
Funding Source: Line Item Construction	

Project Identification

Project Title: Reconstruct the West Entrance Station (Completion)		
Project No: 077307	**Unit/Facility Name:** Yellowstone National Park	
Region: Intermountain	**Congressional District:** 1	**State:** Wyoming

Project Justification

Project Description: The West Entrance at West Yellowstone, Montana, is the most heavily used entrance station in Yellowstone National Park. Approximately 1,200,000 of the in-park visitors (40%) enter the park through this gate in almost 500,000 vehicles annually. During the winter season, this increases to almost 50% of park visitors. Over 10,000 people enter the West Entrance on a peak summer day, while almost 1,500 visitors enter on 1,200+ over-snow vehicles on a peak winter day. This project will reconstruct the West Entrance Station including the vehicle kiosks, a visitor contact facility, office space, and restroom facilities for visitors and employees. Kiosk design will allow the use of "smart cards" to expedite time at the gate and reduce traffic congestion. The project will be constructed in two phases: Phase I will construct the vehicle kiosks and related office space, employee restrooms and utilities at a location approximately one-half mile inside the park. Phase 2 will construct a visitor contact facility and related office space, visitor restrooms and utilities near the park boundary with West Yellowstone. Phase 2 was being delayed to allow for collaboration with the West Yellowstone community to provide a joint visitor contact facility near the park boundary and with the U.S. Green Building Council to showcase Yellowstone's commitment to being a Center of Environmental Innovation. Existing parking on private land adjacent to the park will be used for the contact station. The building will be design to provide sustainable features such as energy-efficient windows and heating and cooling systems and to use environmentally friendly components for the building such as materials with a high-recycled content.

Project Need/Benefit: On a peak summer day visitation to Yellowstone National Park equals approximately 30,000 visitors. The existing West Entrance station was constructed in 1969 with a small office, three kiosks, and a 2,700-square-foot roof over the entire facility. The design of the entrance station allows exhaust fumes to build up inside of the roof and air quality in the entrance station at times approaches the level of a smog alert. Up to 10 to 12 vehicles a day hit the entrance station roof during the summer. Employee office space consists of 2 desks for 20 people. Traffic flow into the kiosks is very congested and regularly backs up onto the streets of West Yellowstone, blocking the express/employee lane on a busy day. Given the congestion, there is little time to do anything more than give out required information and a map. A temporary trailer was brought in 1999 to take care of fishing and backcountry permits, but visitor information is limited to rudimentary safety and orientation messages. Consequently, visitors are often confused and uninformed after they leave the gate. Construction of modern entrance kiosks further inside the park will resolve air quality, vehicle contact, and work space problems and relieve traffic congestion. Construction of a visitor contact station near the park boundary will allow visitors to buy entrance passes, make reservations, and obtain information and educational materials.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

60 **% Critical Health or Safety Deferred**	0 **% Critical Mission Deferred Maintenance**
20 **% Critical Health or Safety Capital Improvement**	0 **% Compliance & Other Deferred Maintenance**
10 **% Critical Resource Protection Deferred Maintenance**	0 **% Other Capital Improvement**
10 **% Critical Resource Protection Capital Improvement**	

Capital Asset Planning 300B Analysis Required: YES: NO: x | **Total Project Score:** 910

Project Costs and Status

Project Cost Estimate:	**$'s**	**%**
Deferred Maintenance Work :	**$** 2,346,000	70
Capital Improvement Work:	**$** 1,006,000	30
Total Project Estimate:	**$** 3,352,000	100

Class of Estimate:	B
Estimate Good Until:	09/30/05

Project Funding History:	
Appropriated to Date:	**$** 1,865,000
Requested in FY 2005 **Budget:**	**$** 1,487,000
Future Funding to Complete Project:	**$** 0
Project Total:	**$** 3,352,000

Dates:	**Sch'd (qtr/yy)**
Construction Start/Award	9/2005
Project Complete:	6/2006

Project Data Sheet Prepared/Last Updated: 8/9/03

Unchanged Since Departmental Approval:
YES: NO: x

National Park Service
PROJECT DATA SHEET

Project Score/Ranking:	460
Planned Funding FY:	2004
Funding Source:	Line Item Construction

Project Identification

Project Title: Replace Administrative Winter Snowcoaches and Improve Support Infrastructure		
Project No: 090713	**Unit/Facility Name:** Yellowstone National Park	
Region: Intermountain	**Congressional District:** 00	**State:** WY

Project Justification

Project Description: Funding requested for FY2005 will complete this project and will be used to improve snowcoach maintenance facilities in the John D. Rockefeller, Jr., Memorial Parkway (administered by Grand Teton National Park) and alternative fuel infrastructure in Grand Teton and Yellowstone National Parks. FY2004 funding will provide for the purchase of six new generation snowcoaches to replace NPS-owned, administrative snowcoaches in Yellowstone and Grand Teton National Parks. The vehicles will use alternative fuels, be ADA-compliant, and hold about 15 passengers each. They will operate on tracks in the winter and on wheels in the summer.

Project Need/Benefit: The preferred alternative for the draft Yellowstone and Grand Teton National Parks winter use plans calls for a six-element implementation program to insure that park resources and values are not impaired as a result of continued snowmobile use in the parks. All six elements must be implemented for the draft preferred alternative to be successful. One element of the program is to develop a new-generation snowcoach for use in the parks. Yellowstone and Grand Teton have been working with a consortium of groups and manufacturers to develop a new mid-sized tour vehicle for national parks across the country. This "New Red Bus" is a 15-32 passenger, alternatively fueled, fully accessible vehicle, whose genesis is the historic buses of Glacier and Yellowstone National Parks. One model of this vehicle is being designed to operate on tracks in the winter and wheels in the summer, and would be a "new generation snowcoach." The first production year of the vehicle would be 2004. This proposal is to introduce the new generation snowcoach primarily for administrative use in the parks to allow them to be tested by employees in their everyday work, including transportation of people around the interior of the parks, as well as shuttling crews and materials to winter work sites. The coaches would be loaned on a short-term basis to concessioners, guides and outfitters who offer snowcoach service in the parks to allow them to test the machines and gain initial visitor reactions. Since these will be first-year production vehicles and can be modified in future years, evaluation of them is an important part of their use in the parks. The coaches would be fueled with Compressed Natural Gas (CNG). The fueling infrastructure portion of the proposal would place a liquefied natural gas facility (with an associated compressor for CNG) at both Flagg Ranch and Old Faithful to allow the vehicles to be refueled in the parks as well as in gateway communities. A maintenance facility is needed to address a lack of such facilities to serve snowcoaches coming from the Jackson area.

Ranking Categories: Identify the percent of the project that is in the following categories of need.

0 **% Critical Health or Safety Deferred Maintenance**	40 **% Critical Mission Deferred Maintenance**
0 **% Critical Health or Safety Capital Improvement**	0 **% Compliance & Other Deferred Maintenance**
40 **% Critical Resource Protection Deferred Maintenance**	20 **% Other Capital Improvement**
0 **% Critical Resource Protection Capital Improvement**	

Capital Asset Planning 300B Analysis Required: YES: **NO:** x	**Total Project Score:** 460

Project Costs and Status

Project Cost Estimate:	**$'s**	**%**
Deferred Maintenance Work :	**$** 2,295,200	80
Capital Improvement Work:	**$** 573,800	20
Total Project Estimate:	**$** 2,869,000	100
Class of Estimate:	B	
Estimate Good Until:	09/30/05	

Project Funding History:	
Appropriated to Date:	$ 1,869,000
Requested in FY2005 Budget:	$ 1,000,000
Required to Complete Project:	$ 0
Project Total:	$ 2,869,000

Dates:	**Sch'd (qtr/yy)**
Construction Start/Award	2 / 2004
Project Complete:	4 / 2005

Project Data Sheet Prepared/Last Updated: 2/19/2004

Unchanged Since Departmental Approval:
YES: **NO:** x